

The Highland Council

Skye, Ross and Cromarty Area Committee
22 April 2015

Agenda Item	7
Report No	SRC/018/15

Proposed Traffic Calming Feature West Road, Muir of Ord

Report by Director Community Services

Summary

This report invites members to review the objection and approve the introduction of 1 No build-out on the West Road, Muir of Ord.

1. Background

- 1.1 When the new railway bridge is constructed in Muir of Ord on the A862 Great North Road, there will no longer be traffic lights at this location.
- 1.2 It is proposed that a 20mph speed limit and traffic calming features are introduced to reduce vehicle speeds through the Village.
- 1.3 The proposed 20mph speed limit and traffic calming features on the A862 Great North Road have previously been advertised and following objections, their introduction was presented to the SRC Committee on the 30 April 2014 where approval was given to these elements of the scheme.
- 1.4 As part of the original scheme, it was also proposed that an additional pair of speed cushions would be installed on the West Road, however, this proposal was withdrawn following community representation. Details of this are included in Section 2.
- 1.5 It is now proposed that 1no. build-out will be constructed on the West Road and a plan showing this is contained in **Appendix 1**.
- 1.6 The proposal has been developed in consultation with local Members and the Community Council.

2. Details of Previous Traffic Calming Proposals for the A832 West Road

- 2.1 There is ongoing public concern over the safety of pedestrians, particularly children, crossing the West Road near its junction with the A862 due to the lack of visibility. The introduction of a reduced speed limit, supported by traffic calming features, was intended to reduce vehicle speeds and give pedestrians more time to assess the presence of approaching vehicles and cross the road safely.

- 2.2 In addition to the existing pair of speed cushions on the West Road, it was considered necessary to include another traffic calming feature close to the proposed pedestrian crossing point to control vehicles speeds on their approach to this location.
- 2.3 Speed cushions were initially proposed because it would be possible to locate them close to the pedestrian crossing point and they would match the existing cushions on the West Road.
- 2.4 During the consultation process a number of objections to the introduction of an additional pair of speed cushions were received and concerns were also raised about the existing speed cushions.
- 2.5 A Community Council meeting was held to discuss the West Road proposals and it was highlighted that the noise and vibrations caused by large vehicles travelling over the existing pair of speed cushions is causing distress to residents nearby. It was therefore agreed that the proposal to introduce an additional pair of speed cushions would be withdrawn and a revised traffic calming scheme for the West Road, that utilised horizontal deflection, would be developed and this would replace the existing pair of speed cushions.

3.0 Proposed Revised Traffic Calming Proposal West Road

- 3.1 There are a number of junctions and driveways off the West Road and this has limited the possible locations for horizontal traffic calming features. After exploring a number of layouts it is considered that the most feasible option would be to introduce 1no. build-out at the location of the existing speed cushions. A priority system would be established to make drivers entering the 20mph speed limit, travelling towards the Village centre, give way to vehicles travelling in the opposite direction.
- 3.2 It is not possible to locate another horizontal traffic calming feature close to the pedestrian crossing point. To improve the safety of pedestrians it is therefore proposed that the junction of the West Road with the A862 will be signalised with an integrated light controlled pedestrian crossing across the West Road.
- 3.3 As a result of the junction being signalised, the proposed chicane on the A862 to the north of the Village centre would no longer be required.
- 3.4 The extent of the proposed 20mph speed limit and the proposed chicane on the A862 to the south of the Village centre will remain unchanged.
- 3.5 It should be noted that the existing speed cushions will remain in place until a replacement traffic calming feature is agreed as this was implemented as part of a planning condition imposed on a housing development to the west of the Village.

4.0 Consultation

- 4.1 The proposals were sent to Ward Members for comment and they were supportive of the revised proposals.
- 4.2 The Community Council, Emergency Services, The Freight Transport Association, Road Haulage Association, Highland Cycle Campaign and several bus companies operating in the area have also been consulted and there have been no objections to the revised proposals.
- 4.4 Letters were sent to households adjacent to the proposed build-out informing them of the revised layout.
- 4.5 A notice advertising this proposal was also published in the local press and was displayed on the West Road.

5. Objections

- 5.1 During the consultation process one objection to the proposed build-out was received.
- 5.2 Under the Council's Scheme of Delegation, the power to make a decision on the introduction of traffic calming features is delegated to the Skye, Ross and Cromarty Area Committee where there are unresolved objections.
- 5.3 In respect of the proposed build out the Committee has two options:
1. Approve the proposed traffic calming feature and instruct its implementation.
2. Accept the objection is valid. Instruct the proposal to be withdrawn and further consultation be carried out with the community in order to discuss a suitable alternative traffic calming proposal to be taken forward.

6. Summary of Objection

- 6.1 The one objection to the proposed build out was on the grounds that:
- "The installation of the proposed speed – reducing measures will mean that lorries and other vehicles will still create a lot of noise outside my property as they slow down."
 - "The installation of the proposed signalised pedestrian will be a help to reduce speed on West Road. The fact that there will be two traffic measures, in such a short distance, does seem more than what is required."
 - "I have received verbal abuse from passing motorists as I reverse into the driveway of my property. As you are aware, reversing on the main road is not acceptable, nor a safe way to access my property...I will still be faced with the [this] problem of access to my property..."
- 6.2 The following points were made in response to this objection:
- Traffic calming measures that utilise horizontal deflection are expected to cause less noise and vibration than speed cushions.

- The priority arrangement will mean that only vehicles travelling in one direction will have to slow and give way. This along with the slower vehicle speeds, as a result of the reduced speed limit, is expected to see an overall reduction in traffic and vehicle noise.
- Vehicle speed survey information that was collected before the speed cushions were installed shows that average vehicle speeds would be above the recommended threshold for introducing a 20mph speed limit through signing alone and traffic calming measures would be needed.
- There is very little we can do to eliminate the negative driver behaviour that has been experienced when reversing into the driveway, however, we do consider that the reduced speed of passing traffic and the location of the build-out will assist the driver making this manoeuvre.

6.3 The objector has not responded to the Council's reply and they were informed that the proposal, including all correspondence will be included in the agenda for the Skye, Ross and Cromarty Area Committee. All correspondence relating to this objection is contained in **Appendix 2**.

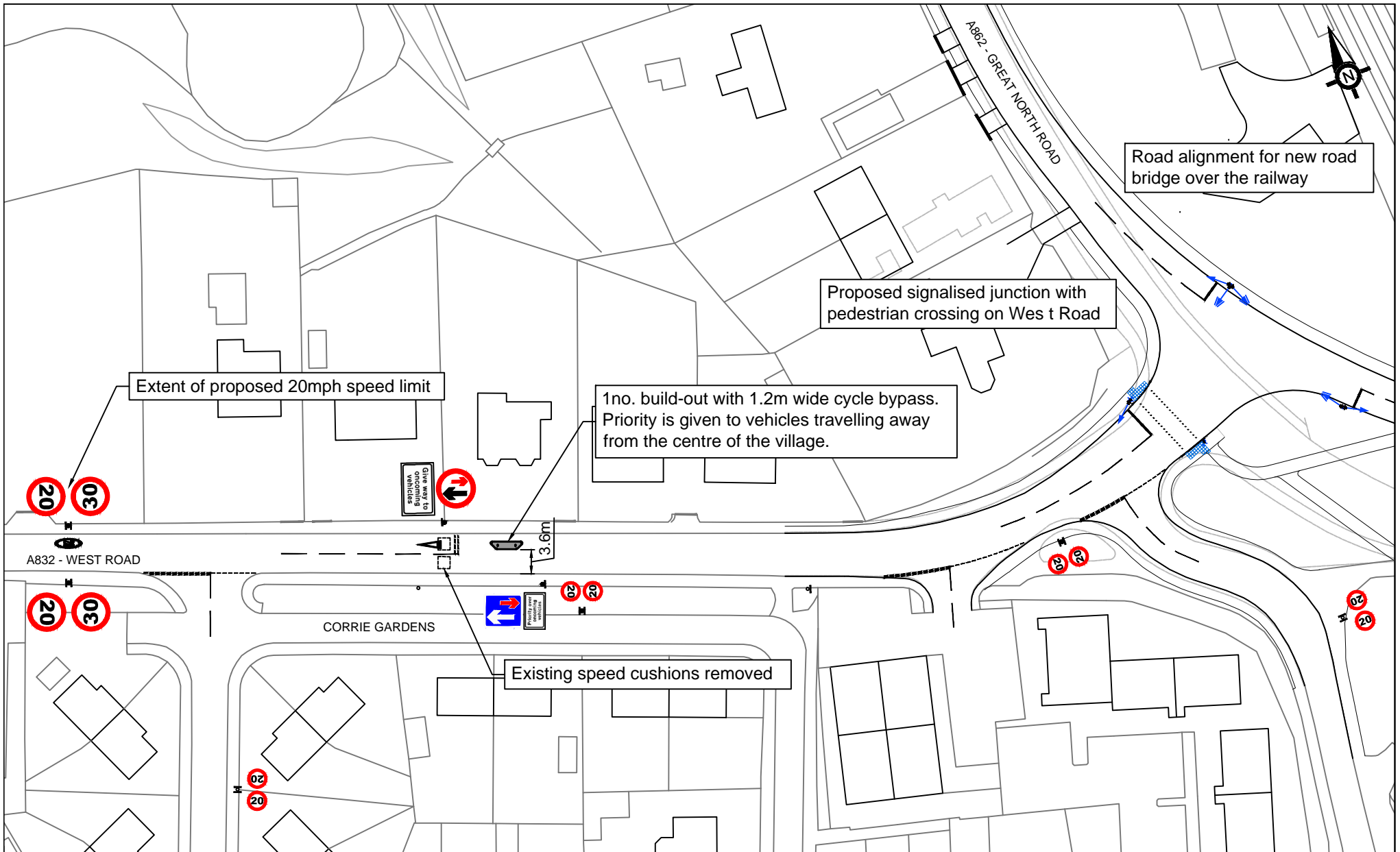
7. Implications

- 7.1 The introduction of a 20mph speed limit and associated traffic calming works are part of the capital funded Muir of Ord bridge replacement project.
- 7.2 There are no legal implications arising from this report.
- 7.3 There are no equality implications arising from this report.
- 7.4 Reduced vehicle speeds as a result of the proposed 20mph speed limit will help to reduce carbon emissions. The traffic calming measures will, however, result in a small increase in emissions as vehicles slowing down and speed up again.
- 7.5 There are no risk implications arising from this report.
- 7.6 There are no Gaelic implications arising from this report.

Recommendations

- Members are invited to approve the introduction of 1 No build-out on the West Road, Muir of Ord.

Designation: Director of Community Services
 Date: 22 April 2015
 Author: Sarah Bryden / Hugh Logan
 Background Papers: SRC Committee - 30 April 2014 - Proposed 20mph Speed Limit and Traffic Calming Features in Muir of Ord – (SRC 17/14)



Extent of proposed 20mph speed limit

Proposed signalled junction with pedestrian crossing on West Road

1no. build-out with 1.2m wide cycle bypass. Priority is given to vehicles travelling away from the centre of the village.

Road alignment for new road bridge over the railway

Existing speed cushions removed



TEC SERVICES
Glenurquhart Road
Inverness
IV3 5NX

The Highland Council Revised Traffic Calming Proposal West Road, Muir of Ord

SCALE Not to scale

PLAN NO. RC/MOTC/14/008

COPYRIGHT, DESIGNS AND PATENTS ACT 1988.
This drawing may not be reproduced, copied or used in any way without the written permission of the Director of Roads & Transport
THE HIGHLAND COUNCIL 1997

Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes crown copyright and may lead to prosecution or civil proceedings.
Highland Council Licence No. LA000048

11 FEB 2015

RECEIVED

The Highland Council

Glenurquhart Road

Inverness

IV35NX

Revised West Road Traffic Calming Proposal, Muir of Ord

Dear Sir/Madam,

I wish to raise my objection against the proposal to install a "build-out" traffic calming measure as shown on the attached sheet.

At present there are up to 100 lorries per day that travel past my house. The noise of the trucks crossing the existing speed cushions has been to the detriment of my family's wellbeing.

As an example my husband, working night shifts, has to move bedroom to the back of the house as the constant noise from the speed cushions keeps him awake.

I have received verbal abuse from passing motorists as I reverse into the driveway of my property. As you are aware, reversing onto the main road is not acceptable, nor a safe way to access my property.

In October 2014 I complained to the Council, but have not received any reply to this complaint.

I appreciate that the removal of the speed cushions will reduce the noise from the existing speed cushions.

However I will still be faced with the problem of access to my property as outlined previously.

The installation of the proposed speed-reducing measures will mean that lorries and other vehicles will still create a lot of traffic noise outside my property as they slow down.

The installation of the proposed signalised pedestrian will be a help to reduce speed on West Road.

The fact that there will be two traffic measures, in such a short distance, does seem more than what is required.

I hope that this complaint will be given due consideration.

Yours faithfully

c.c Alister MacKinnon, Frances MacGruer.

(encs)

Please ask for: Sarah Bryden

Direct Dial No: 01463 252938

Your ref:

Our Ref:

Date: 13th February 2015

Revised West Road Traffic Calming Proposal, Muir of Ord

I refer to your recent letter in relation to the above proposal.

I apologise that you did not receive a response to the complaint you made in October 2014. Our department did not receive this but I hope this letter will go some way towards addressing the concerns you may have raised.

The consultation process for the introduction of a 20mph speed limit and traffic calming features has brought to our attention existing problems with the speed cushions on the West Road. The revised proposal would introduce a build-out with a priority / give way system and this form of traffic calming, utilising horizontal deflection, is expected to cause less noise and vibration than speed cushions.

The priority arrangement at the proposed build-out would mean that only vehicles travelling towards the Village centre would have to slow and give way. This along with the slower vehicle speeds, as a result of the reduced speed limit, is expected to see an overall reduction in traffic and vehicle noise.

We have reviewed the vehicle speed survey information that was collected before the speed cushions were installed. This shows us that, without traffic calming measures, average vehicle speeds would be above the recommended threshold for introducing a 20mph speed limit through signing alone. Survey information collected last year shows that the speed cushions have been effective in reducing vehicle speeds and that traffic calming measures are required to ensure that vehicle speeds are reduced appropriately.

The signalised junction, with pedestrian crossing on the West Road, will improve the safety of pedestrians crossing at this point. At the moment, vehicles approaching the junction from the West Road have to slow to give way so it is anticipated that the introduction of traffic signals at this location would only make a small change to vehicle speeds.

Community Services

As you are unable to turn vehicles within your property, reversing into your driveway is indeed the best way to access your property so that you are then able to exit again safely. Unfortunately there is very little that we can do to eliminate the negative driver behaviour you have been experiencing, however, we do consider that the reduced speed of passing traffic and the location of the build-out will assist you making this manoeuvre more safely.

I hope this letter addresses the concerns you have raised and you will be able to reconsider your stance on this matter. However, if you are unable to withdraw your objection, a report including your letter of objection and our response, will be submitted to the next available Skye, Ross and Cromarty Area Committee for the consideration of Members.

Yours sincerely,

Sarah Bryden
Technician- Road Safety
Community Services